## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Hungary	REPORT		
SUBJECT	Technical Data on the 1,100-ton Vessel NO. OF PAGES 2	DATE DISTR.	12 Octob	
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1. Technical data on the 1,100-ton Danube ocean going vessel include the following:

Length of ship 73.2 m. 9.9 m. Width of ship 4.7 m. Height of side Draft 3.1 m. 1190 Ocean cargo tonnage tons 3.65 cu. m. Capacity per ton of cargo Ocean speed 10.5 miles per hour Danube speed 18.2 kilometers per hour

2. The ship is driven by two Ganz-Jendrassik diesel engines of 400 horsepower, 800 revolutions per minute, each.

- 3. The interior of the hull is welded and only the exterior, which is exposed to the water, is riveted. For the sections exposed to heavy torque, chrome amalgamated steel of 50-60 kilogram per square millimeter tensile strength was used.
- 4. The ship has four large holds with four cranes, each of which can lift a two-ton load with a speed of 18 m. per minute.
- 5. A water ballast space is located between the second and third holds. It enables the ship to travel without cargo, or when carrying only light cargo.
- 6. The motor ship TISZA is equipped with two diesel engines of 400-horsepower each, which are driven directly by a single-stage gear transmission with double helical gear. Reversal of the engine is effected in 15 seconds by a mechanism operated by an air-servomotor. The weight of one engine plus the directional coupler is 14 tons. At the request of the USSR, however, the ships have to be equipped with diesel electric drive.

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- 7. The auxiliary equipment is driven by two 35 kilowatt diesel-generator engines.

  The living quarters are electrically heated. While the ship is in motion, one of
  the auxiliary generators supplies the necessary current for lighting and the operation
  of signaling apparatus. In harbor the current is supplied by storage batteries.
- 8. The steering equipment is of the 3-paddle Hitzler type.
- 9. At the request of the USSR the following essential alterations have been made on this type vessel since the beginning of 1954:
  - a. The outer plating of the hull is also completely welded. Large pieces, each weighing 2-3 tons are welded together in advance in the shop and are then assembled on the shipway.
  - b. The capacity of the machinery has been considerably increased, although the exterior measurements of the ship have remained unchanged. One 1200-horsepower Ganz-Jendrassik diesel engine has replaced the two 400-horsepower diesel engines. The diesel-electric drive remains unchanged; each of the two propellers is driven by a 600-horsepower electric motor.

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